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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

25X1A

COUNTRY Poland

REPORT N

SUBJECT Security Measures/Vessels and Port Facilities/
Miscellaneous Data re Gdansk/Mysterious Frenchmen

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SOURCE

The Office of Naval Intelligence, 5ND, in report No. 38-54, furnished the following information to CIA for IAC dissemination in accordance with paragraph 3(c) of NSCID No. 7.7

Pilotage and Security Measures

1. On approaching the coast of Poland our ship took on a pilot about eight miles off the Hel Peninsula. We then proceeded toward Gdynia but were signalled to Gdansk instead. The waters in the Gulf of Danzig were mined, only one channel being clear, and the instructions given in Nemedri were followed carefully. Two tugs met the ship one mile north of the entrance to Nowy Port and assisted it to its berth at the Iron Ore Quay on the WSW side of Gorniczy Basin. After we tied up in the Basin about 20 armed guards came aboard and conducted a thorough three-hour search of the ship, all personnel being required to remain in their respective work stations for its duration. The spaces occupied by the crew members were locked up until the search party had inspected each compartment, but the Captain's cabin received only a superficial examination. No equipment was sealed or confiscated. Three guards were stationed dockside during our stay, one each at the bow, stern and gangway, and in addition there were three guards on the crane adjacent to the ship. Each member of the crew going ashore received a pass which he surrendered to the gangway guard on leaving the ship and in turn received another from him, time of departure and return being noted on this second pass. The reverse procedure was followed on returning aboard. The same security measures were applied to other non-Communist ships at Gdansk, but a Soviet ship in port was not guarded in any way.

Vessels Observed

2. A 7,000 or 8,000 ton Liberty-type Soviet freighter was also tied up at the Iron Ore Quay on the WSW side of Gorniczy Basin, unloading coal. I observed one Swedish and one Danish 7,000 ton Liberty vessel at the Timber wharves, south of Gorniczy Basin entrance, but was unable to learn their names or in what activity they were engaged. I did not see any other merchant ships or any naval vessels.

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Port Facilities

3. Our mechanical portal crane was used to unload the 9,579 metric tons of iron which we brought to Gdansk. In comparison with other ports the efficiency of the workmen and equipment was poor, the unloading operation being slow, poorly supervised and generally inefficient. Workmen who failed to meet certain standards of work output, however, were liable to jail sentence, and two laborers were removed forcibly for not working hard enough. Because of my duties aboard ship I was not in a position to observe any other port facilities at Gdansk.

Miscellaneous Data

4. I went ashore at Gdansk, as did all other crew members. One store, which catered exclusively to foreign merchant seamen, offered a special discount whenever US currency was used, the official exchange rate being four zlotys to US\$1. US cigarettes on the black market brought US\$2.50 per packet and were used to a large extent as currency. One packet would pay for a prostitute for one night. The Polish populace had a very shabby appearance; physically the people seemed to be of very slight build and tuberculosis appeared to be quite prevalent. From conversation with women companions the crew received the impression that there was much dissatisfaction with Communism, but in talking with other people in Gdansk there was no forthright denunciation of the regime, for the people seemed afraid and gave the impression of being watched constantly. There were very few automobiles in the city and these few belonged to foreign officials and government offices. Crew members felt they were being watched while ashore.

I saw one propeller-type aircraft while in Gdansk, but cannot recall its appearance or flight movements. Our ship purchased general provisions from the Baltona store in Gdansk, and it would accept only US dollars for purchases.

Before we left Cocanada a man appearing to be a French officer boarded our ship. He made the voyage to Gdansk and left the ship at Antwerp on 1 June 54. I did not learn his name but he had complete authority concerning cargo matters while he was on board, and at Gdansk conducted all the ship's business. He was able to leave the ship at any time and seemed to be in a special category as far as the Gdansk officials were concerned. He took all of the ship's papers relating to the Gdansk voyage, save for the receipts for our purchases from Baltona, with him when he left the ship at Antwerp.

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LIBRARY SUBJECT AND AREA CODES

C-02-0615

10/54

756.541	55M
756.571	N(PM)
756.571	11M(PM)
756.571	41M(PM)
756.543	55M
772.1	55M(VB)

(+1)

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